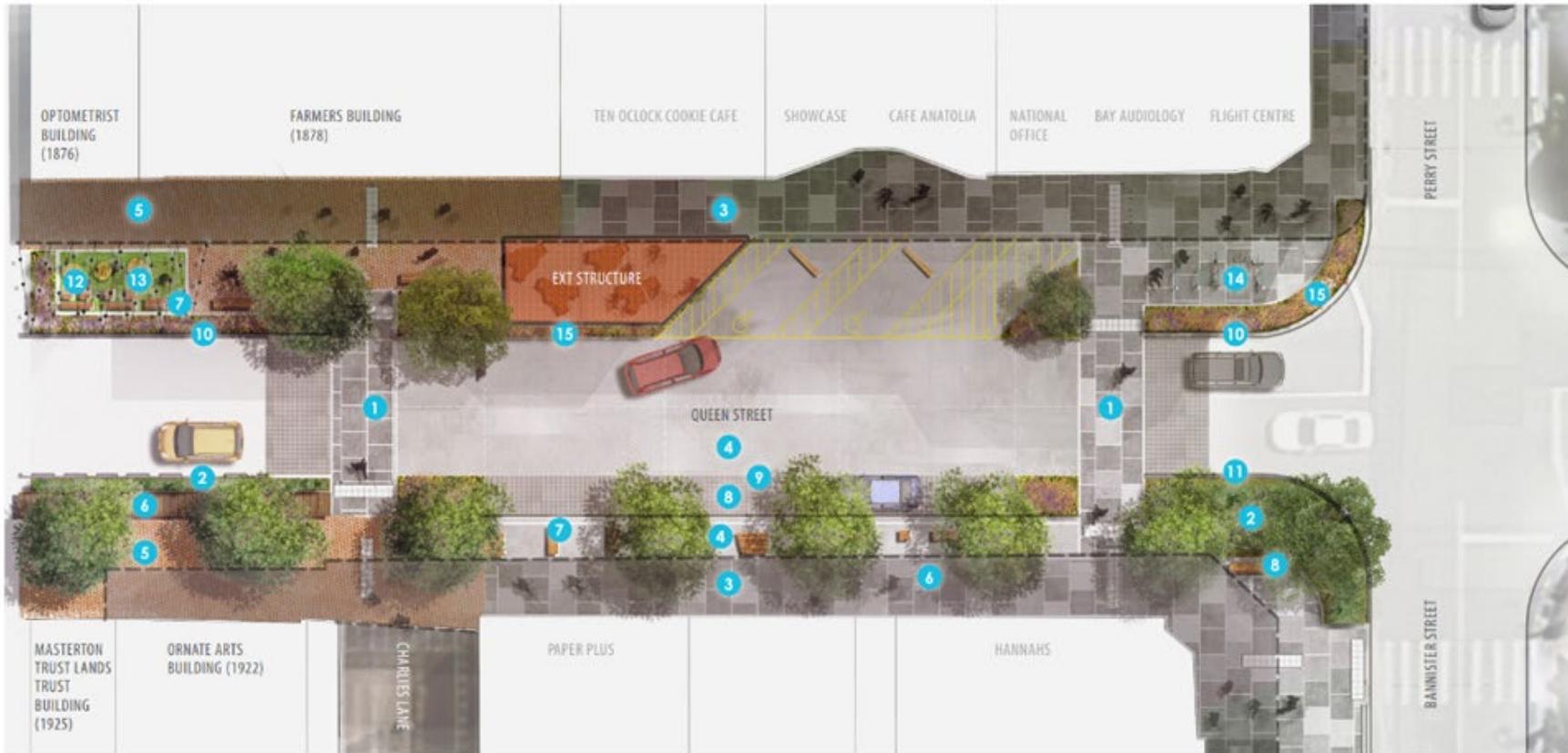


Attachment 1: Option 2 - Redevelopment of Queen Street - Indicative Design 2019 and Detailed Design 2022

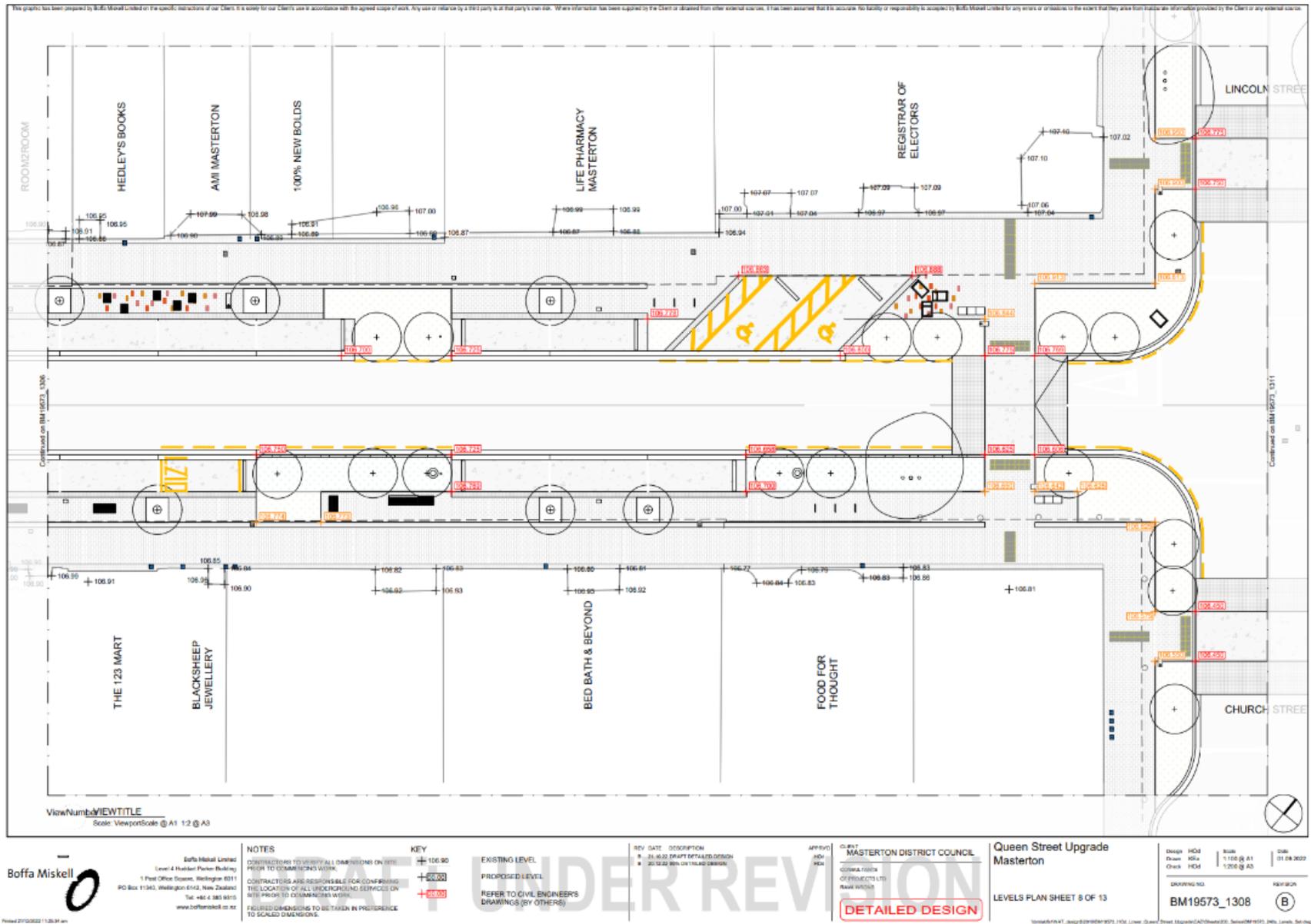
Figure 1 – Indicative design from Boffa Miskel, 2019



KEY

- | | | |
|--|----------------------------------|-------------------------------------|
| 1 RAISED TABLE CROSSING + RUMBLE STRIP | 7 PROPOSED FURNITURE | 13 ARTIFICIAL TURF |
| 2 STORMWATER TREATMENT/ RAIN GARDEN | 8 RUMBLE STRIP/ INFORMAL PARKING | 14 CYCLE STANDS AND REPAIR STATIONS |
| 3 LARGE FORMAT PAVERS | 9 DISH CHANNEL DRAIN | 15 DRY GARDENS |
| 4 CONCRETE SURFACE | 10 100mm HIGH KERB | |
| 5 RECONDITIONED PAVERS | 11 100mm HIGH PERFORATED KERB | |
| 6 HARDWOOD TIMBER SURFACE | 12 CATENARY LIGHTING | |

Figure 2 - Detailed Design 2022



Boffa Miskell

Boffa Miskell Limited
 Level 4 Huxley Park Building
 1 Post Office Square, Wellington 6011
 PO Box 11340, Wellington 6142, New Zealand
 Tel: +61 4 385 9810
 www.boffamiskell.co.nz

Project 27102022 1:20:31 am

\\boffamiskell\proj\27102022\1:20:31 am\Queen Street Upgrade\CAD\Sheet08_Levels_Plan_Sheet.dwg



Masterton District Council

Parking Study
Councillor Workshop



Scarcity



Source: ABC - <https://www.facebook.com/abcfarnorth/photos/a.384442515410/10162835967385411/?type=3>

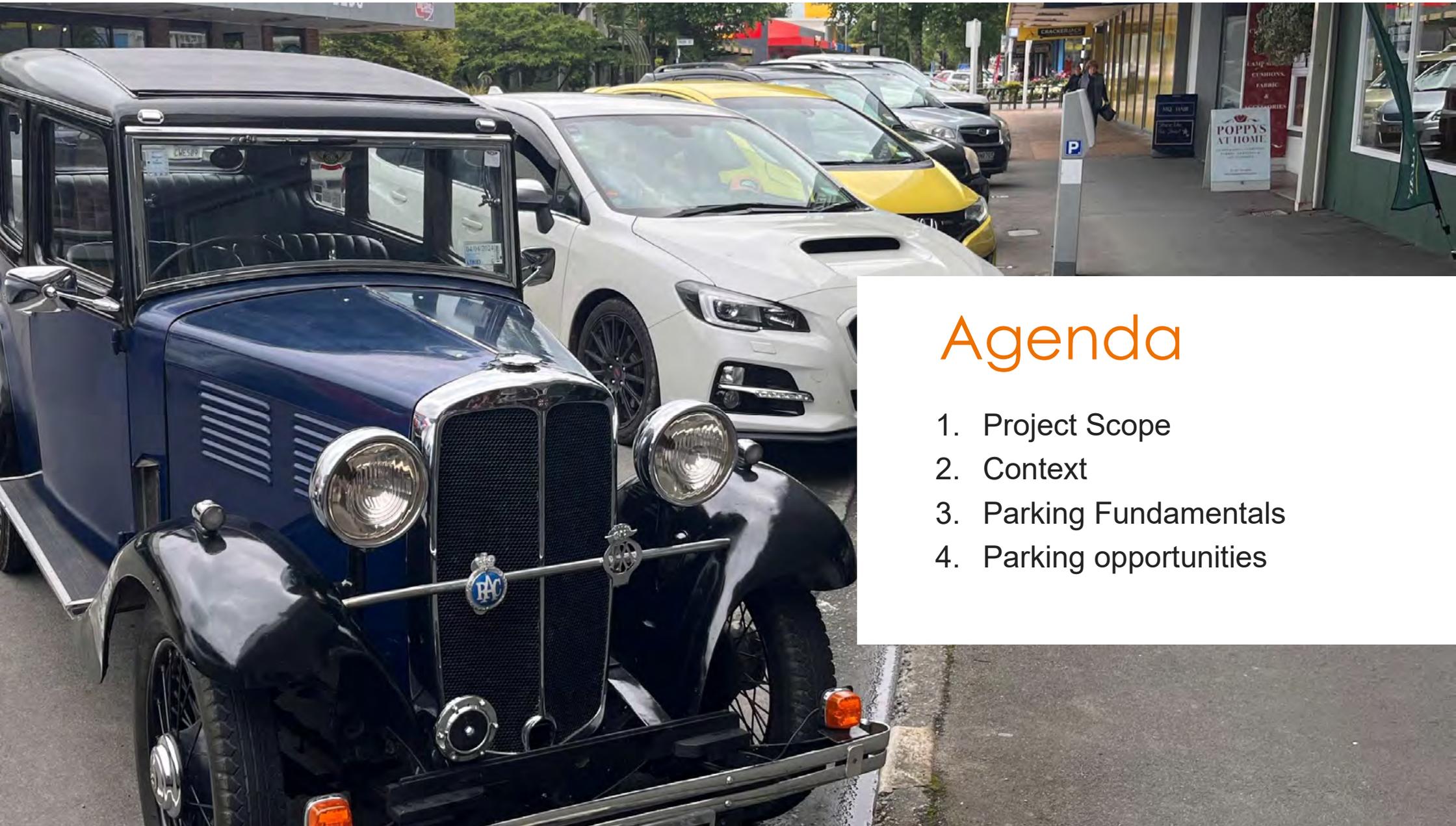
Scarcity



Source: ABC - <https://www.facebook.com/abcfnorth/photos/a.384442515410/10162835967385411/?type=3>



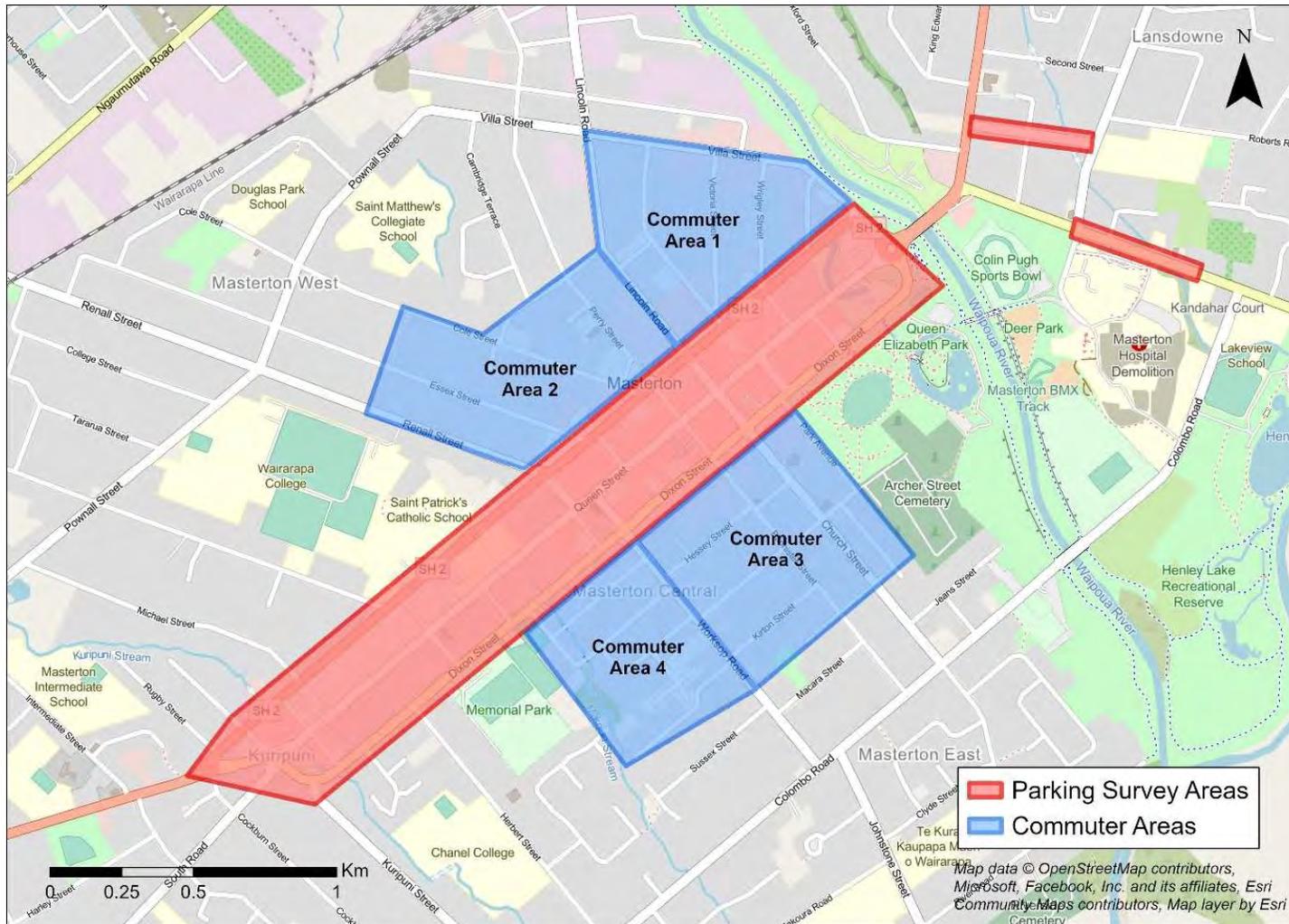
Source: RNZ - <https://www.rnz.co.nz/news/country/462566/cauliflower-selling-for-nearly-15>



Agenda

1. Project Scope
2. Context
3. Parking Fundamentals
4. Parking opportunities

Project Scope



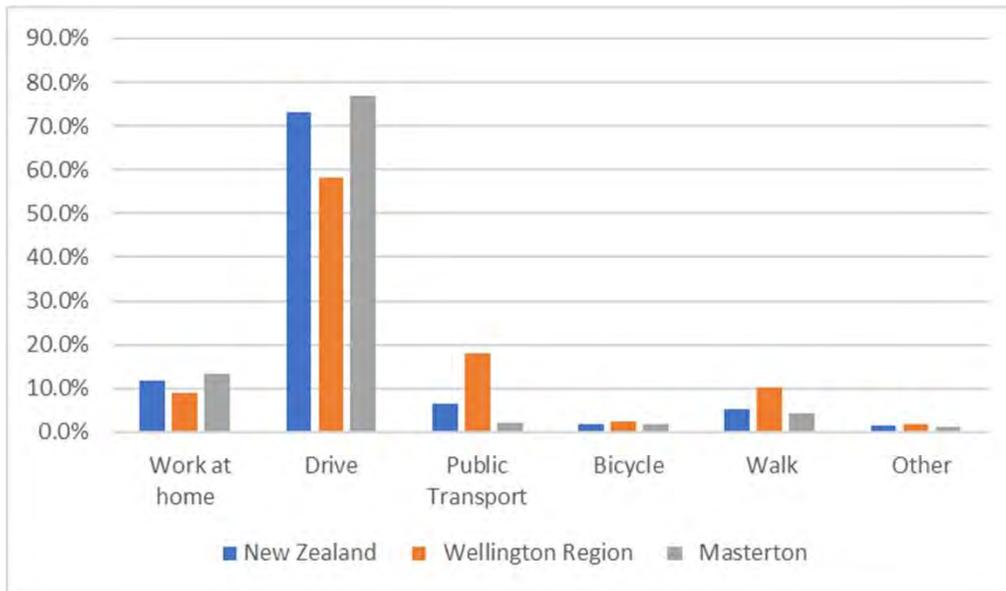
MDC Parking Study Councillor Workshop

Context

Transport Context

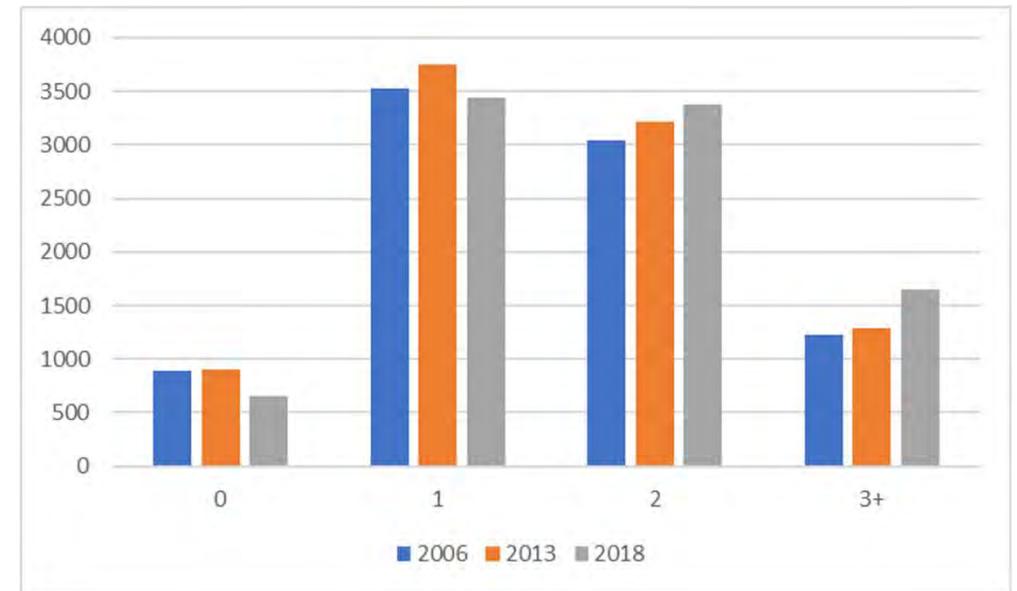
Mode Share

- 77% driver/passenger
- 13.4% WFH
- 2.2% public transport



Car Ownership

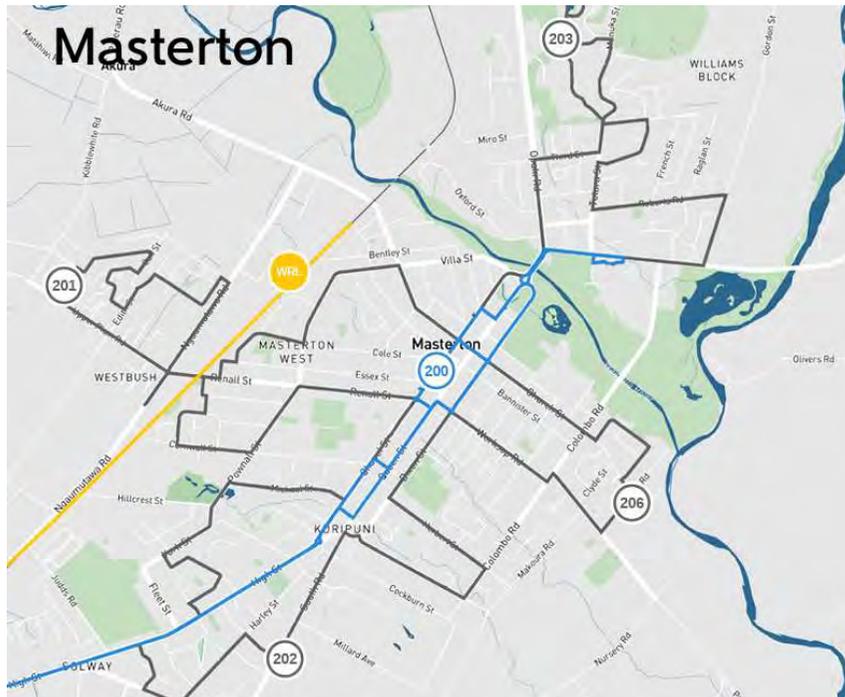
- Increasing overall
- 657 households without a car



Transport Context

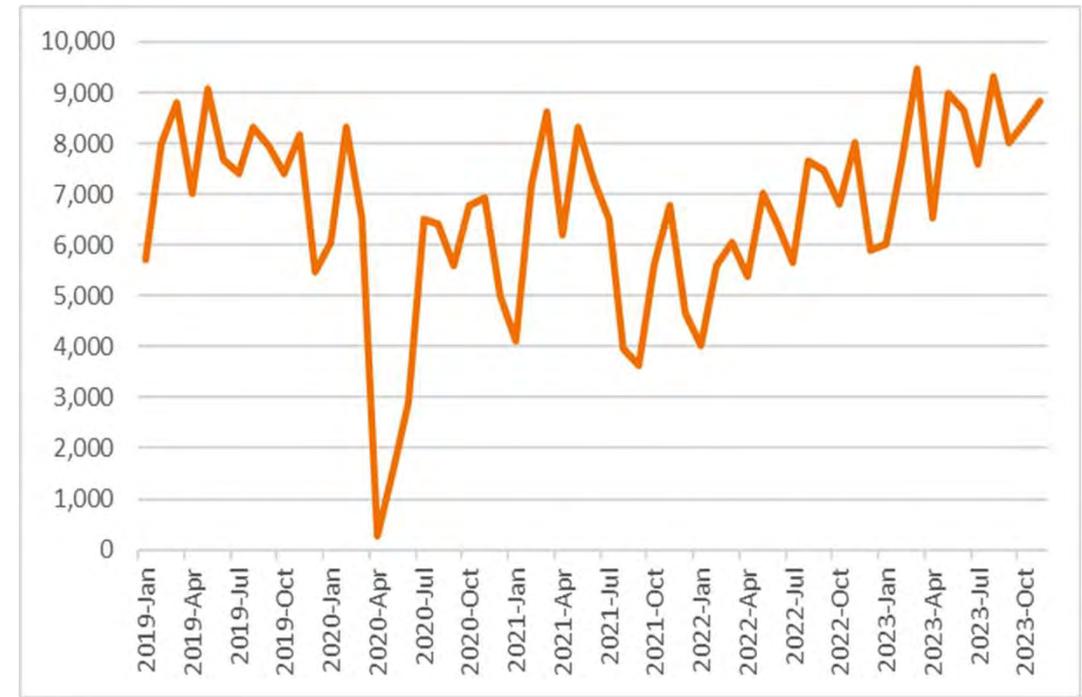
Public Transport

- 5 bus routes



Patronage

- Recent growth



Key Drivers & Opportunities

Redevelopment Projects

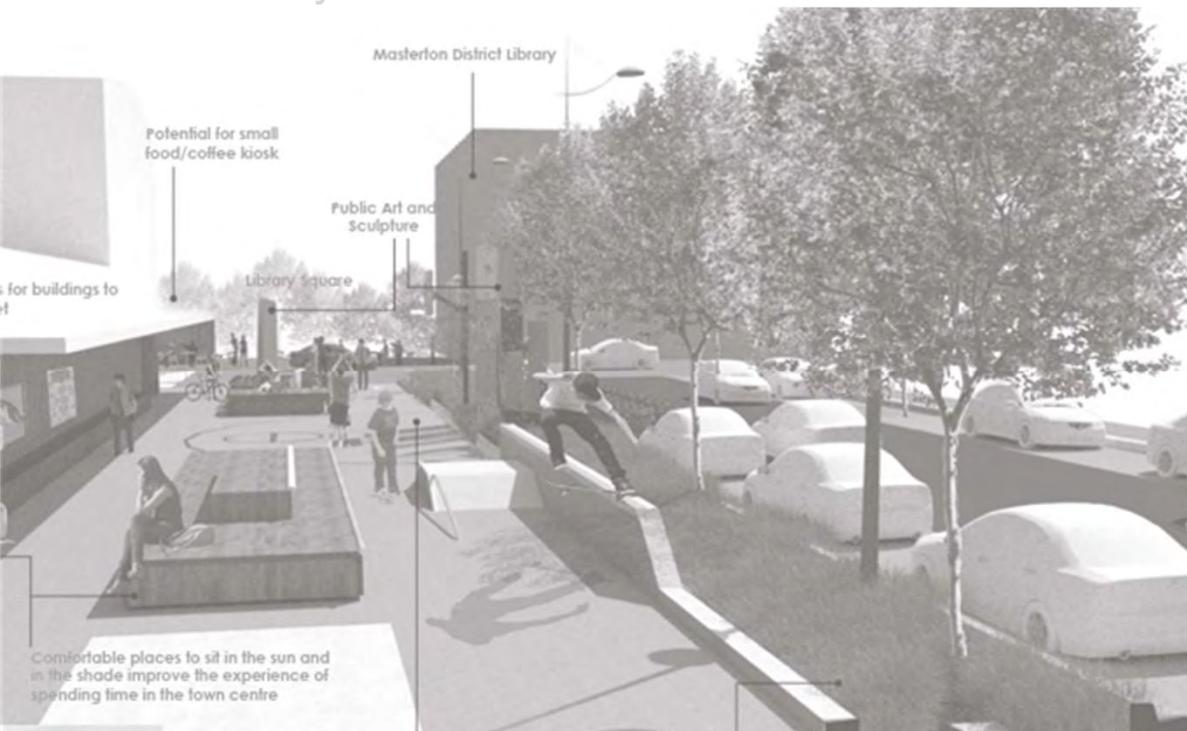
- Masterton Revamp
- Town Hall
- Library



Key Drivers & Opportunities

Redevelopment Projects

- Masterton Revamp
- Civic centre
- Library



Ageing Parking Infrastructure

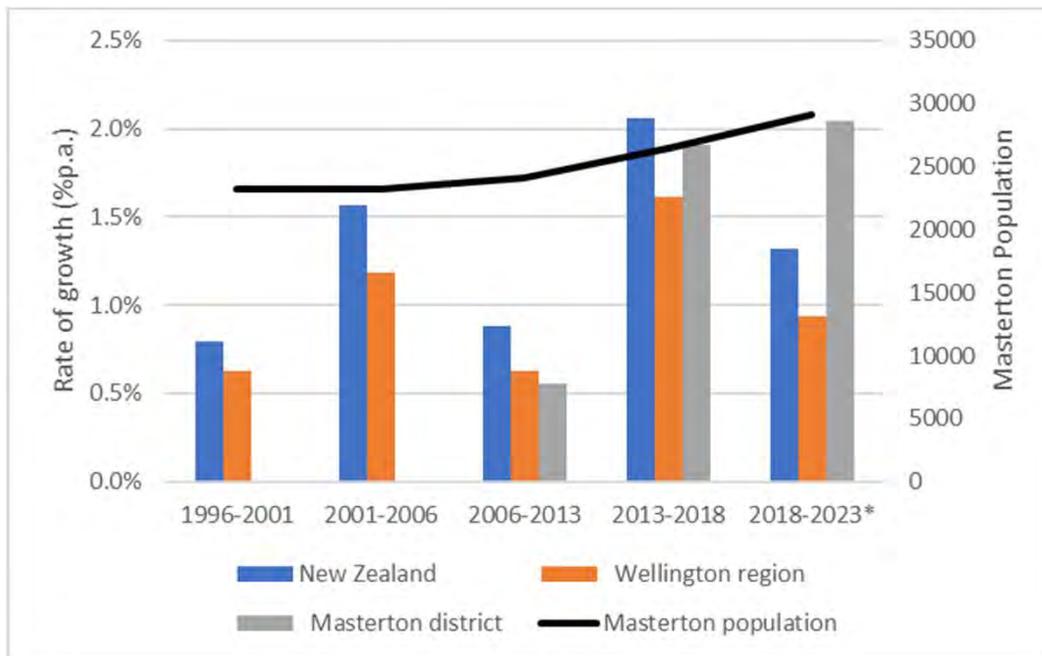
- End of life
- Payment options



Key Drivers & Opportunities

Population growth

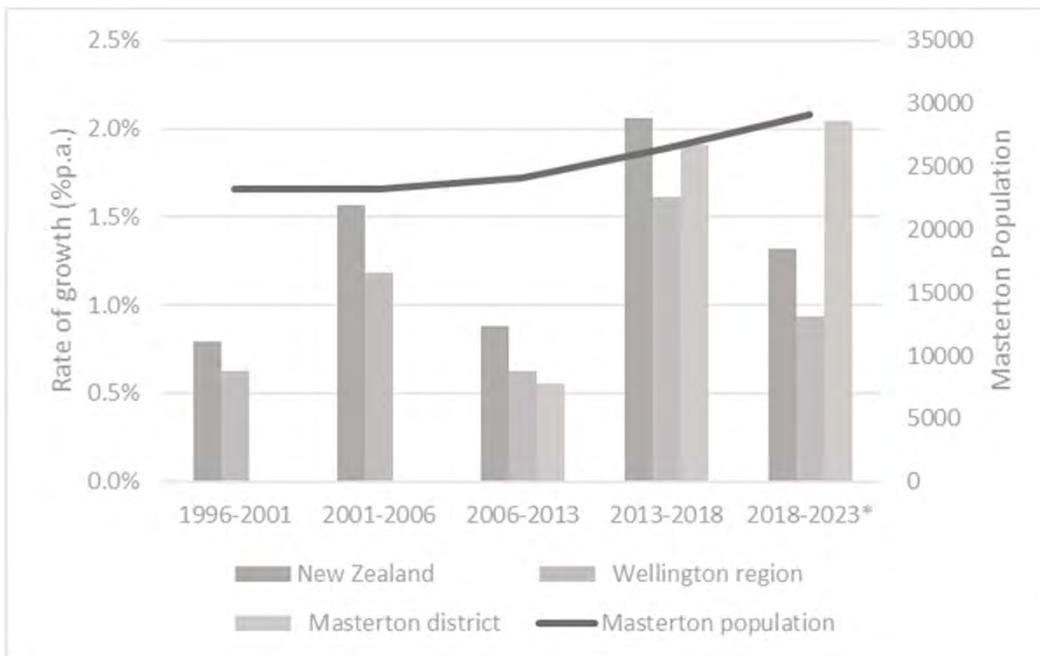
- 9.5% increase (2013-18)
- ~ 5000 residents in 10 years



Key Drivers & Opportunities

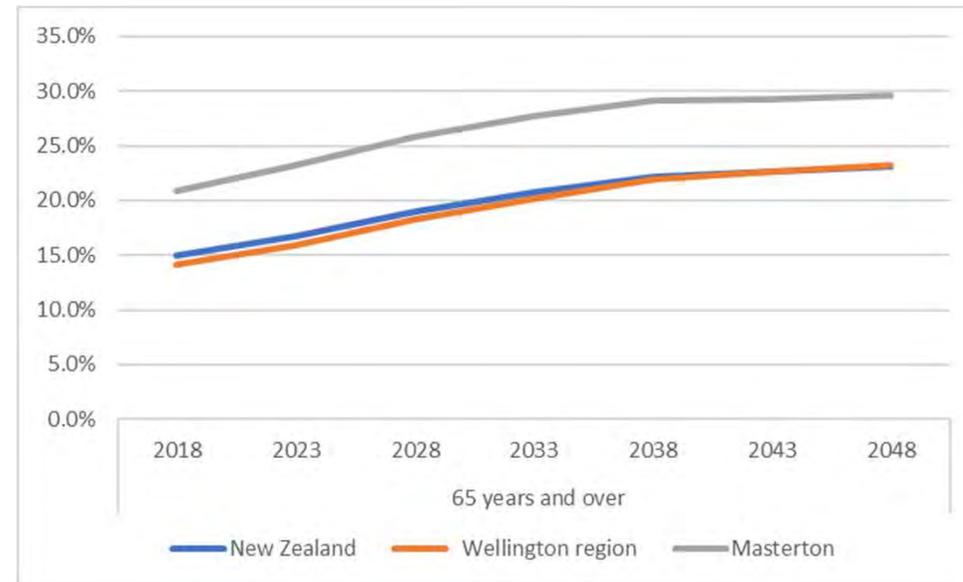
Population growth

- 9.5% increase (2013-18)
- ~ 5000 residents in 10 years



Ageing Population

- Median age – 42.8 (+5 yrs NZ)
- 2018 – 20% pop'n > 65 years
- 2048 – 30% pop'n > 65 years



Key Drivers & Opportunities

Emissions Reduction

Focus of actions

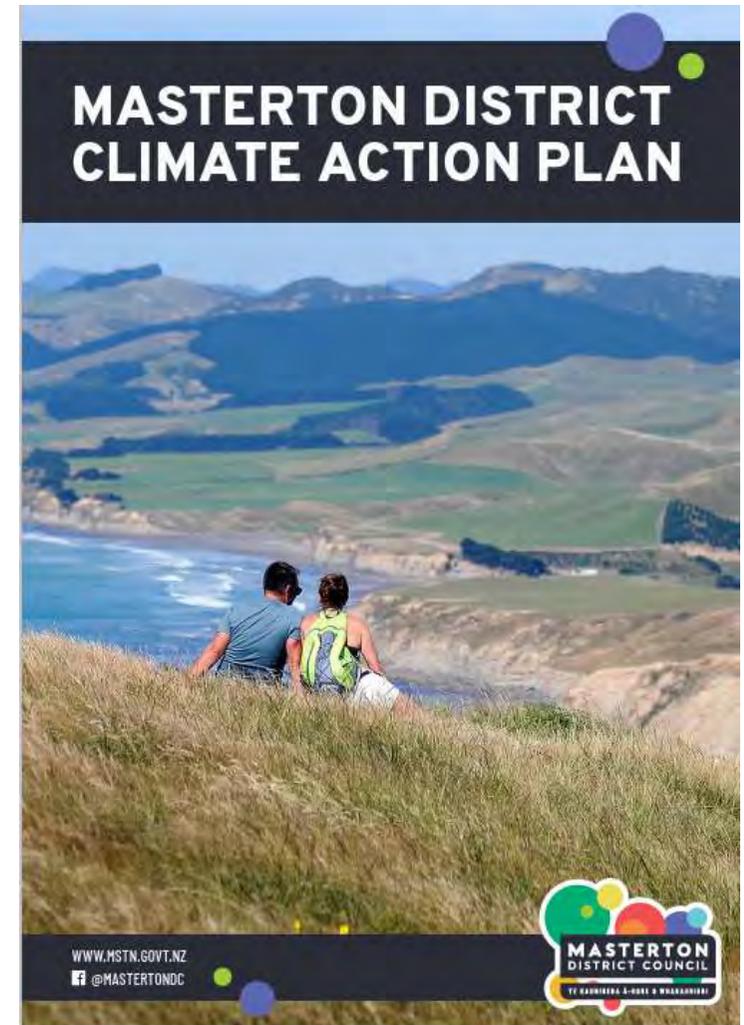
- Cycling
- Walking, wheelchairs, prams, scooters.
- Public Transport



20-MINUTE TOWN

How we move around the district using less climate-harming emissions.

Creating accessible, safe, and attractive local areas where people can access most of their everyday needs within a 20-minute walk, cycle or local public transport trip, allowing them to rely less on personal motor vehicles.

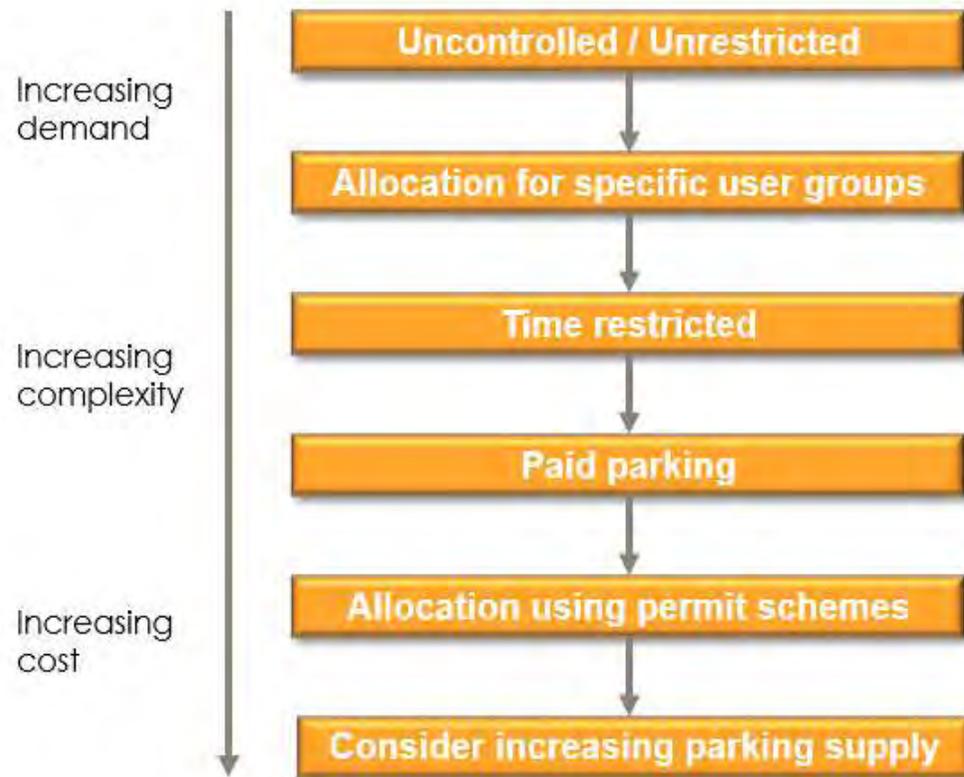


MDC Parking Study Councillor Workshop

Parking Fundamentals

Parking Fundamentals

Managing Demand



Parking Fundamentals

Types of parking

People

Commuters / staff
Residents
Shoppers
Tradespeople
Tourists

- Mobility impaired

Vehicle

Car
Taxi / SPSV
Service vehicles
Bus
Campervan
Coach
Motorcycle
Bicycle
Carpool & Car share

Variable length of stay, proximity and space requirements



Parking Fundamentals

The cost of parking

- Construction & maintenance
- Enforcement & technology
- Opportunity cost
 - Land use – parks, shops, homes
 - Transport – movement, place

Parking fees

- Recover costs
- Support turnover
- Prioritise premium spaces
- Influence behaviour / mode choice



MDC Parking Study Councillor Workshop

Parking Data

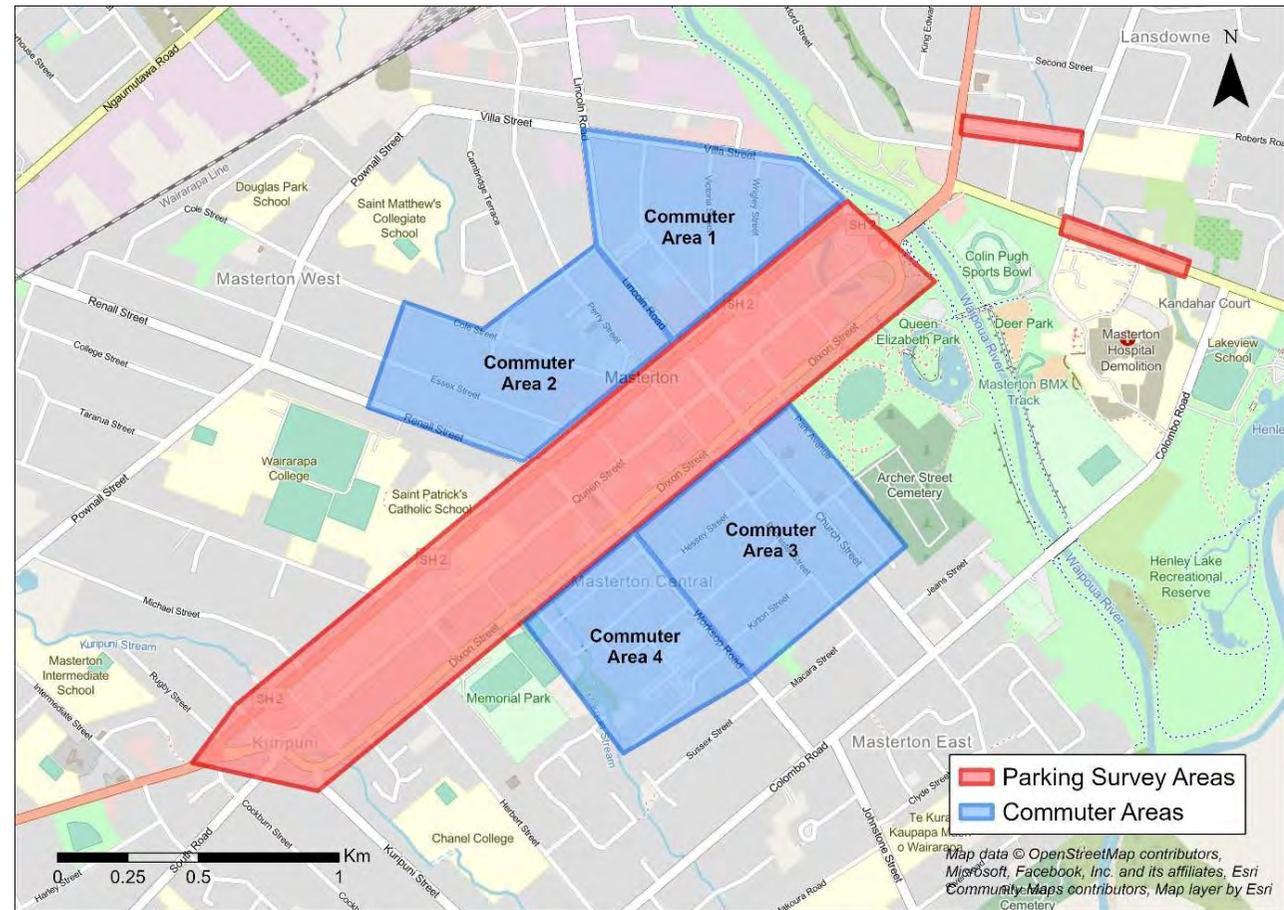
Parking Supply

Main study area

- 2,071 public spaces
 - 1,226 on-street
 - 845 off-street
 - 250 metered
- ~1,900 private spaces (48%)

Other areas

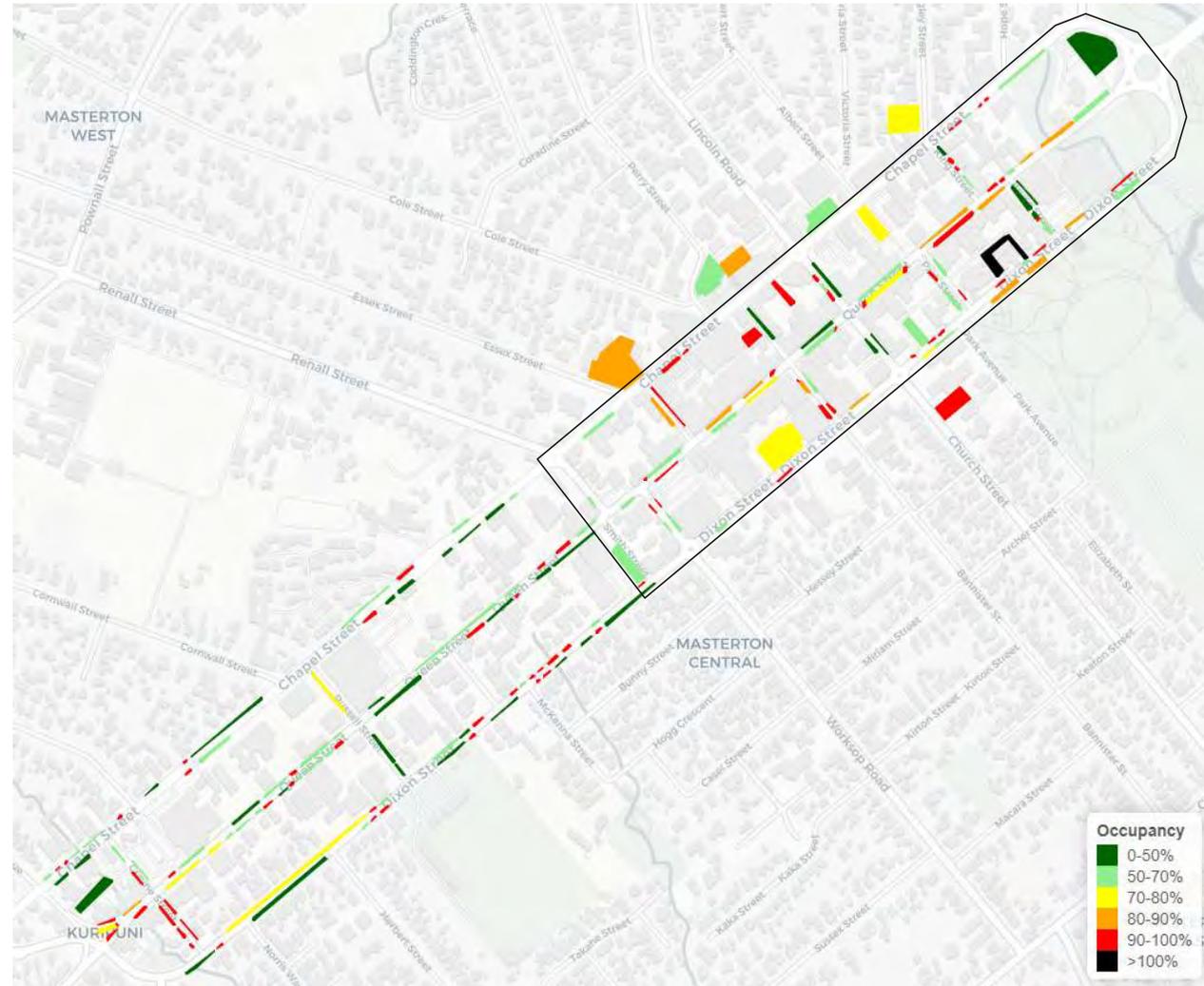
- Commuter area - 2,623 on-street
- First Street – 65 spaces
- Hospital – 82 spaces



Parking Demand

Peak Demand (town centre)

- @1pm
 - On-street - 71%
 - Off-street – 65%



Parking Demand – Residential areas

7am



Other times



Parking Demand – off-street car parks

	Capacity	9am	11am	1pm	3pm
Average		45.6%	66.0%	64.8%	60.7%
Horseshoe carpark	66	10.6%	25.8%	18.2%	16.7%
Wrigley Street	55	70.9%	78.2%	78.2%	70.9%
Library carpark	43	32.6%	74.4%	74.4%	60.5%
McDonalds carpark	49	40.8%	55.1%	65.3%	61.2%
Cowie Place (Town Hall)	37	97.3%	100.0%	81.1%	91.9%
ACC carpark	14	92.9%	100.0%	92.9%	78.6%
Perry Street (Town Square)	26	34.6%	73.1%	61.5%	42.3%
Perry Street	17	70.6%	100.0%	100.0%	94.1%
Essex Street	128	53.1%	59.4%	85.9%	68.8%
QE Park*	112	1.8%	21.4%	8.9%	9.8%
Woolshed parking	41	109.8%	119.5%	109.8%	102.4%
Dixon Street (Southey)	24	37.5%	75.0%	66.7%	58.3%
Church Street (Police station)	43	100.0%	104.7%	97.7%	95.3%
Dixon Street / Uncle Bills	100	26.0%	75.0%	70.0%	82.0%
Smith Street (beside Moore Wilsons)	38	50.0%	78.9%	68.4%	65.8%
Total	793				

Parking Demand – Lansdowne / Hospital



Parking Demand – Kuripuni

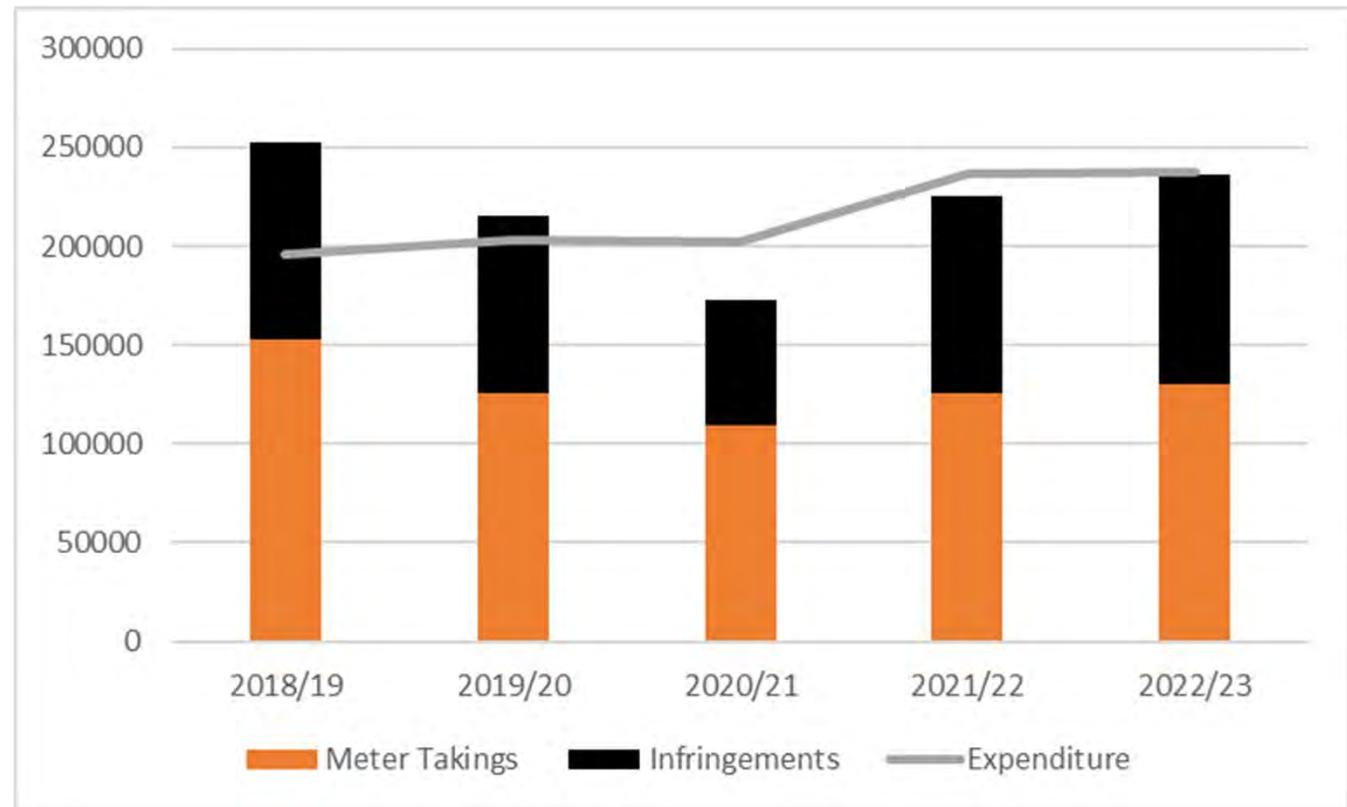


Parking / Infringement Revenue

2022/23: Revenue \approx cost

Parking meters

- 41% - expired
- 6 machines broken



MDC Parking Study Councillor Workshop

Parking opportunities

Social Licence

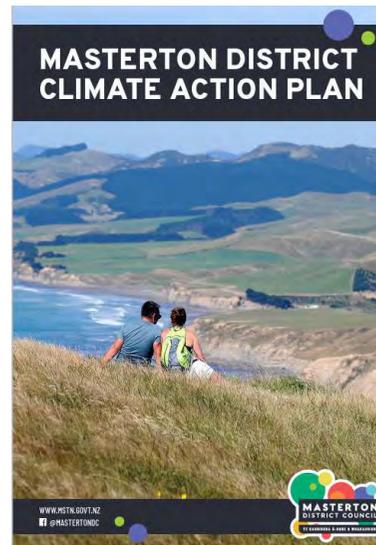
What do we value?
What is our vision for the future?

Communities may want

- More parking
- Free parking

But communities also want:

- safer streets,
- vibrant places,
- climate action &
- better ways to move around



What does success look like? How will we achieve it? What if we do nothing?

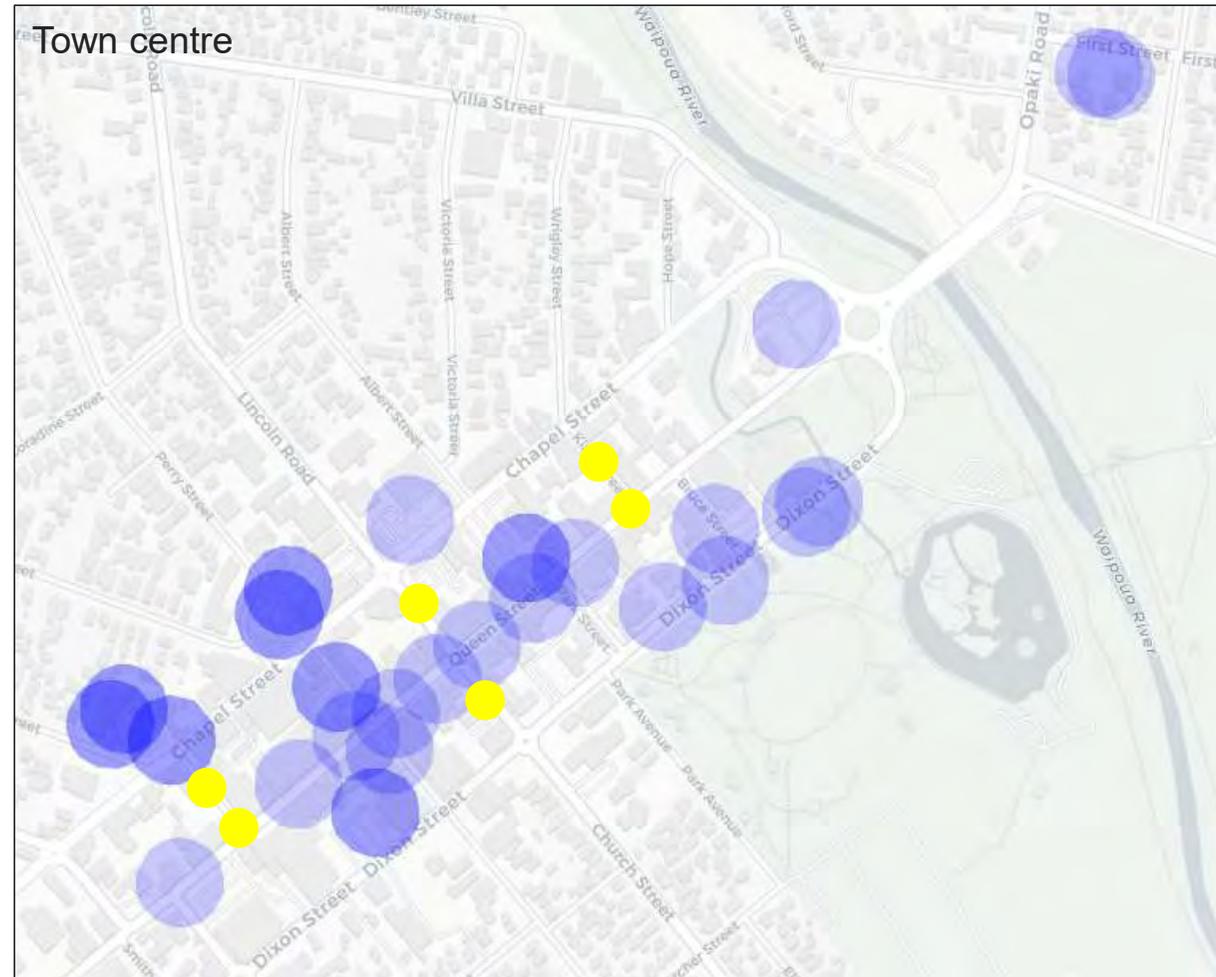
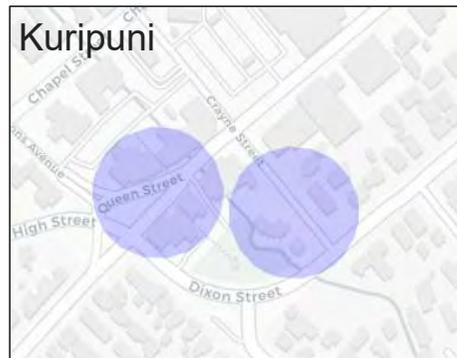
Technology

- Pay by plate
 - Payment options / apps
 - Enforcement
 - e-Permits
 - Park once
 - Data
- Wayfinding
- Parking sensors
- LPR
 - Enforcement
 - Data



Mobility Parking

- 33 mobility spaces (public)
 - 36% occupied
 - 100% compliance
- Gaps – 50m buffer
- Side/rear loading
- Mobility permit holders
 - Free parking?
 - Double the time?



Case Study – George St, Dunedin

Retailer bans Dunedin mayor
after one-way street decision

Liamish McKeilly
September 29, 2021 • 06:07pm



Case Study – George St, Dunedin

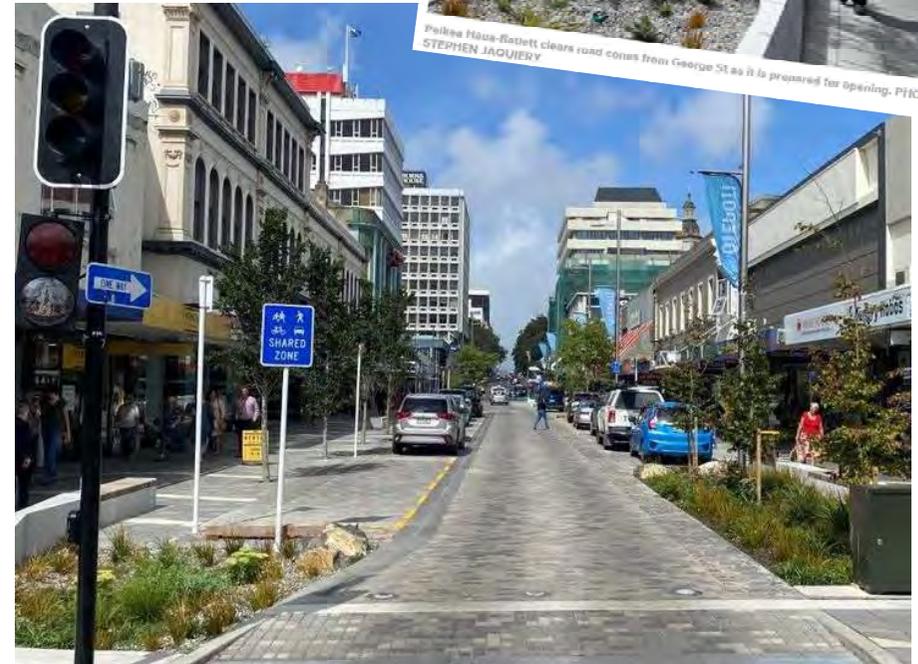
Retailer bans Dunedin mayor after one-way street decision

Hannah McNulty
September 29, 2021, 06:07pm



'Looks good, doesn't it?': George St critic won over

By Gus Sissanders
News > Dunedin



Parking Fundamentals

Road Space Hierarchy

Use	Examples
Movement	Footpaths Traffic lanes Bus / cycle lanes Clearways No stopping areas
Place	Landscaping & amenity Seating Outdoor dining Markets and events
Parking	On-street parking SPSV parking Bus stops Mobility parking Loading zones

